





## Mails.

## NORDDEUTSCHER LLOYD.

BREMEN.

## IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"LUZOW" Capt. C. Deters	About WEDNESDAY, 22nd Sept.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER" Capt. E. Zacharias	SATURDAY, 25th Sept., 4 P.M.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leoz	FRIDAY, 8th Oct., Daylight.
YOKOHAMA and KOBE	"CORLENZ" Capt. H. Reegenor	About SATURDAY, 16th Oct.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 10th September, 1900.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	SYDNEY	Costa	27th Sept., P.M.
MARSEILLES, VIA PORTS	POLYNESIE	Broc	28th Sept., 11 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancejo	11th Oct., P.M.
MARSEILLES, VIA PORTS	OCEANIE	Sellier	11th Oct., at 2 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 21st September, 1900.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KODANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,500 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.  
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshoo.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshoo, Canton, or to their Agents

BARRETTO &amp; CO., Hongkong.

Hongkong, 9th October, 1900.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON

2, John Street, Bedford Row, W.C.

Hongkong, 4th March, 1900.

CALCUTTA

50, Bechook Street

SHANGHAI

166, Nanking Road.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length ..... 515 ft.	Docking Length ..... 376 ft.	(IN COURSE OF CONSTRUCTION.) Docking Length ..... 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks ..... 28 "	Water on Blocks ... 26 "	Water on Blocks ..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles) being tested by Lloyd's surveyors.

Two powerful Trawl Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 506, or 661.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ..... \$1,250,000)

Loans on Mortgage of House Property, &amp;c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &amp;c., Undertaken and Executed.

SHEWAN, TOMES &amp; Co., General Managers. Hongkong, 10th March, 1900.

## To Let.

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, Offices and Godowns.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—DAVID SASSOON &amp; Co., LD. Hongkong, 15th September, 1900.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson &amp; Co., LD.

Apply—THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD. Hongkong, 3rd June, 1900.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shaw, Tomes &amp; Co.).

Apply to—THE COMPTON DEPARTMENT, E. D. Sassoon &amp; Co., Queen's Road Central. Hongkong, 11th September, 1900.

TO LET.

NO. 1 &amp; 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—Messrs. JARDINE, MATHESON &amp; Co., LTD. Hongkong, 29th May, 1900.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 1 OLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-MEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 102, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD. Hongkong, 1st June, 1900.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD. Hongkong, 1st June, 1900.

## FURK INDIARUBBER.

LONDON CHEMIST DESCRIBES HIS IMPORTANT DISCOVERY.

Mr. O. Aubrey Elias, F. C. S., 123, Waller-road, New Cross, S. E., the London chemist who claims to have discovered a remarkable new process for producing pure rubber, has given to a Press Association representative some interesting particulars concerning his discovery, which, he says, will revolutionise the method of rubber production. His invention relates to a new process for instantaneously coagulating Para rubber latex, while it incidentally retards fermentative changes, which are attributed to the presence of sugars, proteids and other impurities that are by this method apparently removed or rendered inert in the finished product. The process produces a superfine rubber and tends to convert all Para fine latex into a uniform standard and staple quality. This method utilises all the latex, and abstracts a considerable portion of moisture from the caoutchouc, thus greatly facilitating the process of drying. The mother liquid is left quite clear and transparent and may be used again with advantage for coagulating a further supply of the rubber milk. A single grain of this substance, if used in the pure or concentrated form, will almost instantaneously coagulate several hundred times its own weight of Para rubber milk.

## INEXPENSIVE.

Mr. Elias explained that several rubber producing countries, such as Amazona and Ceylon, have recently devoted a great deal of attention to obtaining rubber in the pure form. The difficulty in this respect is due to the fact that coagulation of the milk or latex from the tree takes place slowly and the rubber retains a certain amount of albuminous matter and other impurities. This proteid matter is responsible for the development of micro-organisms, causing tackiness or heating of the raw rubber. Fresh latex contains from 1.0 to 2.7 per cent of albuminous matter, or approximately 3 to 4 per cent of the dried coagulated product. The undesirable conditions have been overcome by the new method, which is inexpensive and economical saving much time and labour by doing in a few minutes what hitherto took about 24 hours to accomplish satisfactorily. Immediate coagulation of the rubber can now be effected, and the coagulum may be at once pressed free from moisture, and dried without further treatment. The caoutchouc, he states, does not undergo any deterioration, and the quality is much improved both in appearance and elasticity, elements of considerable importance to the factors when selecting the raw material in the market for manufacturing into articles which are now almost indispensable to mankind.

## BETTER PRICES.

At present the rubber is produced mainly by two methods, by drying the milk in thin layers in the presence of the antiseptic vapour of burning palm, or by the use of acetic acid. Both processes are faulty. In the case of the first, rubber which is obviously dark in appearance is obtained, while in addition the operation, which is tedious, is exceedingly detrimental to the health of the native producers, about 3 per cent of whom die from phthisis or other diseases which are the result of the conditions under which they labour. In regard to the second process, the fact that the amount of pure acetic acid necessary for the coagulation is so difficult to gauge forms a most serious drawback, apart altogether from the troubles which often arise in connection with the transit and use of the acid. Mr. Elias declares that the new method has none of the drawbacks of the old processes, although it will be no more costly. The rubber produced is better, and consequently fetches a higher figure. The market price of best Para rubber ranges from 7s. 6d. to 8s. per lb, and rubber produced by the new process has realised 4d. per lb more.

## EFFECT OF INVENTION.

Analyses of two samples show that they contained no proteids, and the anal, at, in his report, states:—The rubbers should have a high market value, particularly as they contain no undesirable albuminous matter, and are not likely to decompose or become tacky. The fact that decomposition will not set in is due to the absence of proteid matter, rubber produced under the new method thus being superior to that obtained under the old in this respect, and also because any aniline colour can be added to the milk. Consequently, it is not surprising that 15 per cent. more should be offered for rubber produced by means of the new method. Questioned as to the general effect of this invention, Mr. Elias remarked that it would revolutionise the process of rubber production, and he expressed the opinion that in course of time his system would be universally adopted. By means of it, he claimed, translucent and extremely elastic rubber of a light amber colour is produced. In this form it is much more suitable for practical purposes than the rubber at present obtained. There is nothing objectionable in the new process, it is quite as cheap as the old ones, and the rubber produced is much superior, while the buyer will be able to ascertain easily the actual amount of caoutchouc to which he is entitled.

## Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 29th June, 1904.

Dr. M. H. CHAN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

11, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A. Hongkong, 16th April, 1904.

## Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 20th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th September, 1900.

AMERICAN-ASIATIC S. S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRASAMHA."

Captain T. Evans, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 23rd inst., at 5 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 17th September, 1900.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamer

"PESHAWUR."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 18th September, 1900.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamer

"DELTA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &amp;c., ex S.S. India.

From Calcutta, ex S.S. Japan.

From Persian Gulf, ex B.I.S.N. and B. &amp; P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 15th September, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 22nd inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LD., General Managers.

Hongkong, 20th September, 1900.



**Intimation.**

# Powell's

**Furnishing Department**

FIRST FLOOR

ALEXANDRA BUILDINGS.

WE HAVE JUST UNPACKED A LARGE CONSIGNMENT OF

## DINNER WARE

SAMPLES NOW ON SHOW.

### A PLEASING STYLE

IN ALL WHITE.

We are prepared to sell any quantities to suit our Customers, even single Pieces.

MEAT PLATES.  
SOUP PLATES.  
PUDDING PLATES.  
CHEESE PLATES.

OVAL DISHES  
5 SIZES  
COVERED VEGETABLE DISHES.  
COVERED TWIN VEGETABLE DISHES.  
SOUP TUREENS.  
SAUCE TUREENS  
WITH COVER AND LADLE  
SAUCE BOATS.  
SALAD BOWLS.  
STEAK DISHES.  
CHOP DISHES.

**POWELL'S**  
ALEXANDRA BUILDINGS,  
and  
28, Queen's Road.

Hongkong, 18th September, 1909. (19)

## Public Companies.

### DOUGLAS STEAMSHIP CO., LD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Company's Offices, on SATURDAY, the 25th September, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th September, both days inclusive.

DOUGLAS LAPRAIK & Co.,  
General Managers.  
Hongkong, 9th September, 1909. (1647)

### GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Thirty-five cents per Share for the Six Months ending 30th June, 1909, will be payable on the 25th September, 1909, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th September, 1909, both days inclusive.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 6th September, 1909. (1640)

### INTIMATIONS.

#### HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on THURSDAY, the 23rd instant, at 5.30 P.M. for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers for the ensuing year, &c.

DAVID WOOD,  
Hon. Secretary.  
Hongkong, 6th September, 1909. (1641)

#### HONGKONG JOCKEY CLUB.

##### NOTICE.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, 1909, at 12 o'clock, Noon, at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 18th September, 1909. (1664)

#### HONGKONG JOCKEY CLUB.

##### NOTICE.

AN EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, at 12.15 P.M., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a Notice regarding which is being sent to each Member.

By Order,  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 18th September, 1909. (1665)

### HARBOUR MASTERS DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:

On MONDAY, the 20th September:—  
From Stonecutters West and Central in a South-Westerly direction, at ranges up to 10,700 yards, commencing at 9 A.M., and finishing at 1 P.M.

On THURSDAY, the 23rd September:—  
From Pakshawan in a North-Easterly direction, at ranges up to 6,500 yards, commencing at 7 P.M., and finishing at 10 P.M.

On FRIDAY, the 24th September:—  
From Stonecutters West in a Westerly direction, at ranges up to 10,700 yards, commencing at 9 A.M., and finishing at 1 P.M.

If the weather is unfavourable on the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

C. W. BECKWITH, Lieutenant, R.N.,  
Harbour Master, &c.  
Hongkong, 17th September, 1909. (1663)

### For Sale.

#### FOR SALE

##### AT

##### GRACA & CO.

27, Des Vaux Road.

VIRW Post Cards and Asiatic Postage Stamps.

Novels. Books for parlour and household use.

"The Doctor at Home"—1909 edition.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Stands.

Relief Scraps and Scrap Albums.

Toy Books for Children.

Manila Cigars and Cigarettes.

Stamps in Sets, Packets, Bags and Single.

Large Assortment of Albums for Stamps and Post Cards.

"Postage" Stamps Catalogues by Lincoln, Seal, Strife, Gibbons, Scott and Tallferns.

Stock Books, Duplicate Pocket Books, Transparent Ringebooks.

Movable Leaf Albums, Twarzers, Magnifying Glasses, Perforation Gauges.

Water Mark Detectors.

Massey's Comm. Map and Directory.

Inspection invited.  
Hongkong, 6th September, 1909. (165)

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

IN D'AGUILAR STREET,

HONGKONG.

Hongkong, 1st September, 1909. (161)

## SHANGHAI RIVER FATALITIES.

### FIVE LIVES LOST.

Since Monday last there have been three accidents on the river, says the *Shen-hai* Times of 16th inst., as a result of which five lives have been lost, one a German sailor and the other four Chinese. In the first case, three sailors from the German gunboat *Luchs* and a sailor from the Hamburg-America Line *Aragonia*, were proceeding in a sampan to their respective ships, intending first to go to the *Aragonia* and then along to the *Luchs*. The gunboat was lying near the old Niagpo wharf and a great distance from the *Aragonia*.

The *Aragonia* was safely reached and the sailor stepped on to the gangway. Just as he did so the sampan was all-but overturned and two of the men from the *Luchs* tumbled over into the water. The alarm was raised and two men from the *Aragonia* dived overboard to rescue the men-of-war-men. Each succeeded in reaching the men, one of whom, named Fiszrek, struggled bravely and almost drowned his would-be rescuer. Indeed, so much did he struggle that the sailor, had to release his hold, whereupon the man-of-war-men sank from sight. In the meantime the second officer of the *Aragonia* had pulled off in the sampan and picked up three of the men, but there were three no signs of the fourth. He was not seen again.

A stone junk was proceeding up river about ten o'clock on Tuesday night with a crew of eight men on board. When just off the Ewo Jetty a sudden squall struck the craft and she turned turtle. Four of the crew sprang into the sampan which the wailing stern, but this was swamped and the men were swept away. The other four clung to the mast of the junk and were ultimately rescued by the police patrol. Hardly had they been saved than the junk sank. Yesterday, the junk was raised, but the bodies of the unfortunate men have not been discovered.

The third mishap happened to a junk loaded with wheat belonging to the Yuen Chong Flour Mill on Soochow Creek. On Tuesday evening the boat was pulled close to shore near Lloyd's Road and then left for the night. At low tide the junk settled down into the soft mud and was so firmly imbedded that when the tide rose the water poured into her over the stern. When she was again visited by the crew she was full of water and most, if not all, the cargo was damaged. Fortunately no lives were lost.

## GOLD STORAGE.

### SINGAPORE TO FORWARD PRODUCE TO KUALA LUMPUR.

We are informed, says the *Malay Mail*, that a Kuala Lumpur firm—Messrs. Cumberbatch and Co.—have been appointed agents for the Singapore Cold Storage Co., Ltd., and that a storage chamber will shortly be erected in the vicinity of the Empire Hotel. This should be welcome news to those who reside in Kuala Lumpur and district. Though spasmodic efforts have been made in the past to import regularly the Cold Storage Co.'s meat, butter, etc., various causes have militated against their success. In a few cases families or messes have combined to order a sheep weekly, but it has been found to be almost more trouble than it was worth, and there was always the possibility of complications arising, as, for instance, if Mrs. A and Mrs. B both desired the same portion of the animal. Further, with small quantities, it is always difficult to land them in Kuala Lumpur in good condition. With a case of butter containing 54 lbs. there is no trouble, but anything might happen to an isolated pound during the perilous journey from Singapore to the Federal capital. The erection of a storage chamber means that there will always be a good supply available. A list of prices will be published, and the housekeeper will be able to post an order or call and inspect the goods for himself or herself. The days of the buffalo as an article of diet would seem to be numbered, and we trust the venture will prove a success.

## A SATIRICAL LETTER.

### WHAT A CLERK OFFERED TO DO FOR THIRTY POUNDS A YEAR.

Willenden District Council recently advertised in a municipal journal for an accountancy clerk, not over twenty-eight years of age, at a commencing salary of £40 per annum. By a mistake the salary appeared in the advertisement as £10, and the council have received many humorous replies, one of which is couched in the following terms:—  
In applying for the position of junior clerk, I would say I am twenty-seven years and 304 days old, and trust the nearness of the age to your maximum will not disqualify me. I have a desire to settle down in a permanent position, being married and having a family to support. The £10. 6d. per week salary which I shall receive if appointed will probably pay the rent of a house suitable for the position of a municipal officer and while I am attaining the maximum salary I hope to be able to beg from a few friends some lot-off garments which to appear at the municipal buildings at my daily work. In addition to the qualifications you mention, I would say that I am an efficient organist, and prepared to officiate at the parish church every Sunday, and likewise a first-rate gardener, and would keep the grounds of the Town Hall in order in my spare time. In cases of emergency I could deputise as tram or motor-car driver, of as town clerk, having a thorough knowledge of the law.  
In conclusion, the writer says he would willingly subscribe to two or three local charities, and would gladly stand for any other duties they might desire him to perform.

## Intimations.

### WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same diseases, a series of cures that proves its merit and inspires confidence. It is because it has such a record that

### WAMPOLE'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumptions, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

## LOST.

ABOUT 10th inst., LIVER POINTER with white marking on front of chest; about 8 months old. Name and address of owner on collar. Finder will be rewarded.

Dr. BELILIOS,  
3 Century Crescent, Kennedy Road.  
Hongkong, 20th September, 1909. (1666)

## COLONIAL SECRETARY'S DEPARTMENT.

### No. 543.

#### HONGKONG OPIUM FARM.

NOTICE is hereby given that Sealed Tenders will be received at the Colonial Secretary's Office, Hongkong, till Noon on Thursday, the 30th of September, 1909, for the purchase of the privileges known as the Opium Farm established under "The Opium Ordinance, 1909," that is to say, the sole privilege of preparing Opium and of selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in Dross Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer and the conditions of tendering and form of grant have been published in the *Government Gazette* as Notification No. 543 of the 3rd September, 1909.

Government Notifications Nos. 491 and 501 of 1909 are hereby cancelled.

A. M. THOMSON,  
Colonial Secretary.  
3rd September, 1909. (1643)

## JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche

& Co."

Per Bot.

XXX Very Old Fine .....\$2.50

V.O.C.B. Guaranteed 20 Years

Old .....5.50

## QUINQUINA?

### QUINQUINA?

#### DUBONNET?

### FRENCH STORE

Sole Agent.

Hongkong, 30th April, 1909. (160)

## OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

## JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

## MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

attended.

Hongkong, 6th September, 1909. (161)

## HONGKONG AVERAGE MARKET PRICES.

Corrected 17th September, 100 cts. per 5 Min.

## BUTCHER MEAT.

Cents.

Beef sirloin & primecut—Maj Lung Pa B 20

" Corned—Ham Ngau Yuk 20

" Roast—Shiu 20

" Breast—Ngau Lam 18

" Soup, Tong Yuk 20

" Steak—Ngau Yuk Pa 20

" Sirloin—Ngau Lau 30

" Sausages—Ngau Yuk Chong 26

Bullock's Brains—Know, per set 10

" Tongue fresh—Ngau Li 50

" corned—Ham Ngau Li 60

" Head—Ngau Tau 20

" Heart—Ngau Sum 20

" Ham, Salt—Ngau Kin 18

" Feet—Ngau Keok 20

" Kidneys—Ngau Yiu 20

" Tail—Ngau Mei 18

" Liver—Ngau Oon 20

" Tripe (dressed)—Ngau To 16

Calves' Head and Feet—Ngau-chai-tan-keok 20

Mutton Chop—Young Pal Kwai 20

" Leg—Young Pal 20

" Shoulder—Young Shau 20

Pigs' Chills—Chai chong 20

" Brains—Chai Know, per set 2

" Feet—Chai Keok 12

" Fry—Chai Chai 20

" Head—Chai Tau 20

" Heart—Chai Sum 20

" Kidneys—Chai Yiu 20

" Liver—Chai Koon 20

" Pork Chop—Chai Pal Kwai 20

" Corned—Ham Chai Yuk 20

" Leg—Chai Pal 20

" Fat or Lard—Chai Yau 20

Sheep's Head and Feet—Young Tan 20

" Keok 20

" Heart—Young Sum 20

" Kidneys—Young Yiu 20

" Liver—Young Con 20

Sucking Pigs, To Order—Chai Chai 20

Suet Beef—Sang Ngau Yau 20

" Mutton—Sang Young Yau 20

Veal—Ngau Chai Yuk 20

" Sausages—Ngau Chai Yuk Tong 20

## POULTRY.

Chicken—Kai Chai 20

Capon, Large, Small—Sia Kai 20

Ducks—Ap 20

Doves—Pan Kan 20

Eggs, Hen—Kai Tan 20

Fowls, Canton—Kai 20

" Hainan—Hoi Nam Kai 20

Geece—Ngo 20

Geese, Wild Shanghai—Sheng Hoi Ye 20

Ngo 20

Musk Deer—Wong Kong 20

Hare—To Chai 20

Partridge—Chai Khoo 20

Pheasant—Shan Kai 20

Pigeons, Canton—Pak Kup 20

" Hoihow—Hoihow Pak Kup 20

Quail—Um Chiu 20

Rice Birds—Wo Fa Chien 20

Snipe—Sa Chui 20

Turkeys, Cock—Fo Kai Kung 20

" Hen—Fo Kai 20

Wild Ducks, Shanghai, Salap 20

Teal, Shanghai, Salap 20

Wild Ducks, Canton—Sang Shing Sai 20

Ap 20

FISH.

Barbel—Ka Yu 20

Bream—Bin Yu 20

Canton Fresh Water Fish—Hoi Bin Yu 20

Carp—Li Yu 20

Codfish—Chik Yu 20

Codfish—Mon Yu 20

Crabs—Hal 20

Cuttle Fish—Muk Yu 20

Dab—Sa Mang Yu 20

Dace—Wong Mal Lun 20

Dog Fish—Ti To Sa 20



Intimation.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER

MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,

LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909

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NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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Single Copies. Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTHS.

On September 16, 1909, at Shanghai, to Mr. and Mrs. M. Winteler, a son.

On September 1, 1909, at Shanghai, to Mr. and Mrs. O. Struckmeyer, a son.

MARRIAGE.

On September 14, 1909, at Eastbourne (England), Charles Deschamps to Ethel Mary, elder daughter of W. W. Fovargue, Town Clerk of Eastbourne.

DEATH.

On September 8, 1909, at Hankow, S. M. Severin, aged 53.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 21, 1909

RULERS OF THE SOUTH.

He would be a scurvy knave who would begrudge the Governor the relaxation of a trip to Canton, after all the worry and perturbation of mind which he has had to endure during the past few weeks. While the people's representatives at the Legislative

Council have dignified their views into his ears and made him responsible for the new import duties, and while outsiders, who, of course, have no interest in the matter have also followed on the trail of the lions, His Excellency has had to keep what the Scotch call a "calm soug," be all things to all men, and at the same time steadily pursue his purpose of safeguarding the finances of the Colony. Now that His Excellency has achieved the end he had in view and is privileged to seek an honest night's repose without dreaming of tomorrow's torments, he has betaken himself to Canton, bent on the more pleasant duty of returning a courtesy call. The duty would have been none the less agreeable had Canton been a greater distance from Hongkong than it is, but at least a couple of days' freedom from the trials of administration is not to be despised. His Excellency has gone to pay the customary official visit to the recently-appointed Viceroy of Canton, H.E. Yuan Shuhsun, and it is fortunate that at this time there are no complex or vexatious questions pending between South China and Hongkong. Not that it would make much difference, probably, for the simple reason that the new Viceroy would in all likelihood disclaim any knowledge of the exact position of affairs, but the fact that the surface of events is unruffled allows unfettered intercourse on matters which are of importance to Canton as well as to Hongkong. We have yet to learn the character of Viceroy Yuan, who has taken the seat of several distinguished predecessors, especially with regard to his attitude in respect of foreigners and foreign trade. Reputations gained in the North for a certain turn of mind so far as reforms and enlightened views as seen from a Western standpoint are concerned have not always been justified when the owners have taken up residence in Canton. For one thing, the people of the Southern capital are not to be coerced, by a display of viceregal authority. They are the people who of all people in China prefer, in colloquial language, to play off their own bat. They have their own ideas, many of them admirable if only properly worked out, they have their own organisations, some of which are a menace to the two provinces, and, above all, they have the enterprise and money to give effect to their schemes. If it was not for their inordinate jealousy of the foreigner, their confessed objection to foreign intervention or interference in any shape or form, and, shall we say it, their abnormal conception of the power of untried ability, not a word other than that of "sincere praise" could be uttered against them. But they will admit themselves that they are an opinionated people who need a firm hand at the reins. Whether Viceroy Yuan is that strong man has yet to be shown. There are many contending elements against him, and he will be fortunate indeed if during his term of office he has no occasion to come into conflict with those who are only too willing to harass the Government. The main thing he has to pray for is a period of good seasons, of flourishing trade and of freedom from nature's outbursts. The last Viceroy left Canton, when general peace prevailed. We do not count the ebullitions of the Self-Government Society which deems itself a sort of patriotic league whose labours minister to the material wants of some agitators intent on meretricious popularity. They can stand aside for the present. The river robbers have hidden themselves in their lairs for the time being and the reactionaries are at rest. How long this satisfactory state of affairs will last is a matter of conjecture, but at least the Viceroy enters upon his duties with a clean sheet before him. It is therefore to be presumed that he will give his attention to the more important reproductive works which are in course of construction in the Liang Kwang. It is not to be supposed that the meeting of Governor Sir Frederick Lugard and Viceroy Yuan will pass without reference being made to the Canton-Kowloon railway—that enterprise which grows more costly every day and seems likely in a couple of years to involve Hongkong in a peck of difficulties. We know, of course, that the Chinese section is progressing, but that is about the sum and substance of our information. What are the Chinese doing to encourage the railway traffic that is to be between Canton and Kowloon? Are they building roads and extending communications through the adjacent territory, so that the farmers may be induced to send their products by rail instead of by water? Or are they simply constructing a railway through a roadless tract of country? Possibly the Chinese are doing far more in the direction of making all ways lead to Rome than we imagine, but in any case the question is of infinite importance to this Colony. Whatever may be the subjects discussed between the rulers of Canton and Hongkong it is to be hoped that the rapprochement which the Governor has so judiciously striven to cultivate may be realised by this visit. It is also to be hoped that His Excellency will return endowed with renewed energy to grapple with his critics who are awaiting with undisguised interest his pronouncement on the Budget for the year.

CRIST FOR THE MILL.

Who that loves the limelight would not be President of the United States of America? Not an iota of anything that resembles familiar glimpses at the President's private life is left untouched. Did he sneeze or cough or grin? Then let the world know of it, and emblazon it in letters that a blind man can read and give a deaf mule the 'stagers.' Was little Charlie Taft afflicted with the mumps? Then kings, emperors and domineers may go to perdition while the great Americans people hold their breath. Were the President to embrace the hot and bare-foot cult with Roman toga to match then we are persuaded that his folly would become a national vanity. At least if we follow the American papers a right might be inclined to think that such would be the case. But do the Americans, as a whole relish these excursions into privacy of domestic life? Those who come to Hongkong seem sensible enough—even those who have been in Manila. They do not pry and peer into sacred confidences nor do they talk like overgrown children. Occasionally they lapse into grandiloquent language concerning their heritage and all the rest of it, but that is merely piquant by-play. We all do the same in one way or another, and if we don't express ourselves so volubly and emphatically, that is due to the inherent modesty, the natural diffidence of the average Britisher. Everybody knows that we could not become braggards even if we would. We never shout about the glory of the Empire on which the sun never sets or speak of Trafalgar or Waterloo. But then that is our gift. Whereas the Americans know that his country is so big that outsiders are apt to be unappreciative unless the facts are handed out at the mouth of a 47 gun. And yet the country being so big and the interests of the people so varied, it is taken for granted that newspaper readers are quite content to be filled up with what is vulgarly known as "guff" by the ready writers of the American press. Now and then a protest is heard and it is with some satisfaction that we observe how the Manila Times scores those responsible for these intimate stories of life at the White House. In a recent issue the Times wrote: "The Tafts have not been hit so hard as some of their predecessors in the White House, but still they are piling up quite a record. Little Charles Taft proved too much of a temptation for the newspapers, and he was the first victim. If a green apple reposed uncomfortably in his innards, the pain was excruciatingly set forth, and if he hurled a rock at the stately house of some aristocratic neighbour—it was treated as a wilful act. When the Tafts went to Beverly they made the fatal mistake of buying a cow to do the remiable and hitherto unheard of stunt of supplying milk for the family table. Four days later that cow was cooking with frightened eyes from the 'sups' of a score of Sunday newspapers. The pictures made it clear that even the cow resented the process. It was set forth that the cow's name was Commaiss Oxford Torment, and that she had a pedigree that Fifth Avenue would accept. Other illuminating facts were that she was to be kept in a stall and would sleep on sterilized shavings; that she would be washed off three times a day, regardless of the danger of absorbing too much water, and that her horns were to be polished. The article also seriously set forth that if the cow made good she would be taken to Washington to supplant another cow whose name was only Hattie. Marvellous! No wonder our Manila contemporary says "Marvellous!" It was either that or "Magnifique." The latest story is that when Mrs. Taft went to Beverly she took the "first" cook and left poor Mr. Taft alone there in Washington with only the "second" cook to scramble the presidential eggs and bile the presidential coffee. But that domestic outrage was not the motif of the story—the real heroine was the second cook, a coloured lady from Old Dominion, and many facts about her that must have thrilled every person with softening of the brain who read the article, were set forth with detail and particularity. Of course every one to his own taste but we are inclined to agree with our contemporary that when one contemplates that the Taft administration is young yet and that there are a lot of Tafts, lineal and collateral, "it is to shudder."

LOCAL AND GENERAL.

DELAY on traffic in telegrams exchanged with Shanghai and places north of Shanghai is again normal.

TELEGRAMS from South Manchuria say that the outbreak of cholera at Chemulpo is spreading and that the disease has made its appearance at Seoul.

THE Waiwipu has communicated with the British Minister in Peking asking him to order the engineer to leave Tungkuashan before the concession question is disposed of.

CHOLERA is spreading still further in Korea. It has now invaded the Palace compound at Seoul. Three members of the staff of the Kobo Post Office have contracted cholera.

FIFTEEN years' imprisonment with hard labour was the sentence inflicted on another Indian at the Criminal Sessions this afternoon for committing an offence of gross larceny.

H.M.S. "Ohio."

SAFE IN HAITIAN STRAIT.

SIGHTED BY C. N. CO'S S.S. "KWIFANG."

Information was received in the Colony today to the effect that H.M.S. Ohio, which is five days overdue in Hongkong from Shanghai, and concerning whose safety some anxiety was felt, had been sighted by a passing steamer safely anchored in Haitian Strait.

The C. N. Co's s.s. Anhai was in company with the ship in shelter.

The Ohio is expected in Hongkong this afternoon.

[The above information was given in our Shipping Extra at one o'clock this afternoon, since when we have gathered the following further particulars.—Ed., H.K.T.]

A representative of the Telegraph was granted an interview this afternoon with the Chief Officer (in the absence of Capt. M. Dawson), of Messrs. Butterfield and Swire's s.s. Kwai-yang, which arrived from the North this morning. Through the courtesy of the officer in question, the following interesting facts were obtained. The vessel experienced bad weather on the 17th inst., the glass, which was continually falling, registering 29.72. She passed innumerable dead bodies of fishermen on the voyage down the coast. At four o'clock on the following day (Saturday), the Kwai-yang passed H.M.S. Ohio, which was anchored off Station 1st and, Haitian Strait, with the s.s. Anhai also at sea. The weather was threatening but on communicating with the Ohio by means of semaphore signalling, the latter appeared to be perfectly safe. Asked as to the Ohio's probable arrival in port, the officer in question replied that she will in all likelihood be in Hongkong tomorrow morning, or, given fine weather, even earlier.

MACAO'S NEW GOVERNOR.

ARRIVAL YESTERDAY.

The new Governor of Macao, Senhor Marques, the ex-Governor of Timor, arrived by the E. & A. Co's s.s. Eastern late evening from Timor. Senhor Marques was received on arrival by a Portuguese official from Macao who had been deputed to Hongkong for the purpose. Immediately on landing, His Excellency, who is accompanied by Lady Marques, proceeded to the Hongkong Hotel where they are staying until their departure for Macao. Later in the evening His Excellency General Sir Joachim Machado, the Macao Delimitation Commissioner, called officially on Senhor Marques, and was accompanied by Captains Cipatti and Norton. The visitors were the guests at an informal dinner of Senhor and Mme. Marques.

Owing to the absence of Sir Frederick Lugard at Canton, no official calls were made today by the Portuguese visitor, who, however, in the course of the afternoon, paid visits to the Portuguese warships in port.

We understand that Senhor Marques leaves for Macao on board the gunboat Palina tomorrow, when Senhor Roca will relinquish the administration of government of the Portuguese Colony in favour of his successor.

INTERPORT WATER POLO.

POSSIBLES VS. PROBABLES.

Another grand water polo contest was witnessed by a large gathering yesterday afternoon at the Victoria Recreation Club's enclosure, when the above teams met. A few changes were witnessed, H. C. Sayer and J. M. Raza Pereira playing for the Probables in place of R. C. Wicheil and C. Humphreys, while F. L. Fox, A. J. V. Ribeiro and A. S. Wicheil, C. H. C. Sayer and J. M. Raza Pereira and A. S. Ellis substituted A. V. Barros, B. C. Sayer and J. M. Raza Pereira in the Possibles team.

The teams lined up as follows:—

Probables:—Blue.—L. E. Lammer, C. J. Cooke, A. H. Carroll, A. E. S. Alves, H. C. Sayer, J. M. Raza Pereira and Corporal Burke ("Buff").

Possibles:—White.—A. A. Claxton, A. J. V. Ribeiro, A. S. Ellis, Corporal Morris, R. E. F. L. Raza, J. Forbes and P. M. Remedios.

The play throughout the entire match was exceedingly fast, and close marking made it impossible for either side to send in any hard shots. The struggle, however, was nearly always in favour of the Probables, who were attacking continually, but were unable to score. For the Possibles' goal-keeper, played very well in goal and time after time averted what looked like disaster to his side.

We are unable to give the names of the Hongkong representatives for next Saturday's Water Polo Shanghai-Hongkong struggle, but we are given to understand the following will in all probability be pitted against Shanghai:—L. E. Lammer, R. C. Wicheil, A. H. Carroll, A. E. S. Alves, C. J. Cooke, J. M. Raza Pereira, and Corporal Burke ("Buff").

A CHINESE report says that the Prince Regent has personally addressed the Grand Council, saying that the slightest connivance would be fatal to the eradication of the opium curse in China, and that orders should be given to the metropolitan and provincial high authorities to avoid partiality and favoritism, and to punish rigorously any offence against the prohibition.

THE U.S. Navy Department is contemplating extensive repairs to the cruisers Chastanooga, Cleveland, Oauston and Denver of the Third Squadron, Pacific Fleet, now on the China coast, and will recommend that Congress authorize for alterations, expenditures in excess of the limit of \$200,000 which may be made without special authority. It will not be necessary, however, for the entire squadron to be withdrawn from these waters at once. It is understood that the Denver will return within the next two or three months and the Cleveland will follow late in the year. The Chastanooga and then the Oauston will be sent home next year.

OFFICIAL AMENITIES.

SIR FREDERICK LUGARD IN CANTON.

[From Our Own Correspondent.]

Canton, 20th September.

H. E. Viceroy Yuan Shu-hsun has issued an invitation to the Governor of Hongkong, Sir Frederick Lugard, H.E.'s A. D. C., Captain Taylor, and three or four other to attend a dinner at his yamen on the 21st instant. At the entertainment there will also be present the British Consul-General at Canton, Mr. H. H. Fox, the three Tartar Generals, Admiral Li Chun, the acting Viceroy, H. E. Yu Seung Lum, Tsoai Su Yui Chiu, Hsiao Wei Han and several other deputies of foreign affairs.

FATAL ACCIDENT AT KOWLOON.

DEAD WOMAN RUN OVER BY TRUCK.

Kowloon was the scene of a shocking accident the other day, which resulted in the death of an old woman. It appears that on Friday last, the deceased, who was well advanced in years, being over seventy years of age, was crossing the roadway, when a truck which was being driven by two coolies suddenly appeared round the corner, did not heed the men's warning to keep out of the way and before the coolies had time to apply the brake, the truck ran over the unfortunate woman and the shock is believed to have caused instantaneous death. The scene of the sad occurrence was at the corner of Canton and Haiphong Roads and help was immediately forthcoming, which, however, was too late, as the poor woman had already expired. The two men were, this morning, arraigned before Mr. J. R. Wood (Second Police Magistrate) on a charge of manslaughter and the case remanded. Bail was allowed in the sum of \$500.

CANTON DAY BY DAY.

A CLAN FIGHT.

[From Our Own Correspondent.]

Canton, 20th September.

A clan-fight of a serious character in which firearms were freely used took place in the Nanhai district between the inhabitants of the village of Po Leung and those of the village of Lung King through a theatrical performance being held to celebrate the anniversary of the birth of a certain goddess. During the melée eight persons in all were killed and a few houses burnt. On information received about the occurrence, the Viceroy, on the 18th instant, with a loss of time, sent the Nanhai Magistrate to the scene of disturbance to restore order with a number of "braves."

VILLAGE ROBBERY.

Day before yesterday a gang of robbers attacked the village of Ko Tin, in the Pao Yu district. The village is only a small one, consisting of some thirty-five houses, with about two hundred inhabitants. The robbers numbered over a hundred and were all equipped with arms and other weapons. The robbers ransacked all the houses without the least resistance being offered by the villagers. When these marauders were about to effect their escape with their booty, assistance arrived from the villagers in the neighbourhood, who attacked the robbers in strong force with the result that five of the latter were arrested and the booty recovered. The prisoners have been handed over to the Ko Tong Camp to be dealt with.

PRAYING FOR RAIN.

A week ago the two district Magistrates of Nanhai and Pao Yu offered prayers at the Shing Wong Temple for rain, on behalf of the village. Yesterday the Kwangchow Prefect, Ko Kun-Chun, accompanied by the two district Magistrates of Nanhai and Pao Yu again proceeded to the same temple to pray for rain. These officials will continue the service till the drought breaks. During the period of their devotion the slaughter of cattle is prohibited in this city.

GAMBLING.

The Cantonese officials in Peking have tried on several occasions to put a stop to the evil practice of gambling in the Province of Kwangtung, but their efforts have proved unsuccessful, on account of the heavy loss of revenue to the Government which will result if the vice is suppressed. The new Viceroy, H.E. Yuan Shu-hsun, shortly after assumption of office had his attention directed to the suppression of gambling. H.E. Yuan has therefore given instructions to his subordinates to make a report showing the total amount of money derived annually from the gambling farms and to submit suggestions on the advisability of suppressing the evil.

OWING to constant instigation the natives of Manchuria are besitating to buy Japanese goods. According to Japanese reports considerable annoyance is thus caused to Chinese merchants who obtain their supplies from the Japanese.

It is stated that the railway which is intended to be built from Kalgan to Suifu will be 800 li in length, and its cost is estimated at \$12,000,000. The construction will take about two years and Tsoai Jeme Tiao-yu will be appointed its Director.

FRANCE Kung, Chief Anti-Opium Commissioner, has decided that hereafter the punishment recommended for officials denounced for opium-smoking should be dismissal, with the understanding that they are never to be employed again in the public service.

THE products of the Vienna Cafe Co., Ltd., which has just been opened, can be confidently recommended to the public as being of excellent quality and made of the very best flour obtainable in the Colony. We have sampled an assortment of cakes and breads procured from the Vienna Bakery.

INTERPORT SWIMMING.

THE SHANGHAI TEAM.

The team of swimmers selected to proceed to Hongkong and take part in the Victoria Recreation Club's annual three days' carnival on Thursday, Friday and Saturday of next week, will leave today, catching the launch Loda at the Customs Jetty at 11.30 a.m., reports the Shanghai Times of 17th inst.

T. W. R. Wilson has been chosen to fill the tenth place, and his inclusion will strengthen the team. Not only will he be available as goal-keeper in the water polo match, but he is a useful swimmer for the shorter distances. The team as it is now constituted is as follows:

P. Fowler (Captain), R. W. MacCabe, E. Prince, C. W. O. Mayne, J. Wilson, D. H. Cooke, G. J. Robinson, W. Jones, T. E. N. Rosser and T. W. R. Wilson.

The best wishes of all sportsmen will go with the team, and it is to be hoped that every individual member will succeed in maintaining his reputation and assist in bringing to Shanghai several trophies. The last occasion when a Shanghai swimmer opposed Hongkong at Hongkong was in November, 1904, when N. H. Alves and V. H. Lanning met in a two lengths race (66 2/3 yards) in the V. R. C. Bath. On that occasion N. H. Alves won in 40 4/5 secs. In the same year, J. Wicheil (now in Shanghai) won the 200 yards championship in 70 secs; the 200 yards in 3 min. 5 secs; and half mile in 14 min. 50 4/5 secs. Alves was second in each event. The best time for the 100 yards in Hongkong stands to the credit of C. Humphreys, and is about 66 2/5 seconds. This was two years or more ago, however. Since then several other swimmers have improved, chief among them evidently being: A. A. Claxton and P. M. Remedios. In a recent handicap for 100 yards both conceded the winner (A. H. Carroll) six seconds, and Carroll won in 74 1/2 seconds. On this time, Claxton and Remedios must be considered as being able to do the distance in under 70 seconds. Then C. J. Cooke, if in anything like his old form, is very useful for the 100 and 200 yards, while R. C. and G. Wicheil are believed to be useful for the shorter distances. Hongkong will have plenty of men to choose from; whether the Southern Colony will be able to select a quintette of swimmers as fast as the five from Shanghai who will compete in the Flying Squadron is another matter. The races for the 100 yards, the 200 yards and the quarter mile should be close contests, but local conditions will tell against the visitors. In the first place the take-off platform is much higher than is customary here. On an ordinary tide it is three to four feet above the water; on a low tide five or six. Here it is customary to dive, in from about a foot above the water. From a platform three feet high a good diver undoubtedly gains an advantage over one used to diving from a lower stage. Again, here the baths are fitted with a rail at each end, which the swimmers grip to turn; in Hongkong there is no rail; the swimmers turn on planks at the end of the bath. His may not make much difference but it is worth mentioning. Naturally the Hongkong swimmers are accustomed to the high platform and the turning planks. In the diving from the spring board the distance from the board to the water is greater than is usual here with the enclosed baths. Another difference to be noted is the fact that the events will be swum in salt water, against fresh water in Shanghai.

In view of the interest which is being taken in this interport fixture, it will no doubt be interesting to our readers to briefly refer to the performances of the team in the two recent galas. At the Rowing Club gala the International Club members did not compete, but members of the Rowing Club competed at the other gala.

R. W. MacCabe won all the championships. He won the Rowing Club's championship (98 yards) in 67 1/5 secs; the 100 yards open championship in 70 secs; the 200 in 3 min. 61/5; the long distance championship in the river and he also won the throwing of the polo ball, sending the ball sixty feet.

Eric Prince was second to MacCabe in the 100 yards open championship, his time being 71 2/5; won the nearest header competition; second in the two lengths handicap (66 2/3 yards) in 37 4/5 seconds (Shanghai record); was a member of the winning flying squadron team.

J. Wilson was third in the open 100 yards some distance behind the winners; he was the one length Club handicap from two seconds start in 71 seconds; was a member of the winning flying squadron team.

C. W. O. Mayne was second to MacCabe in the Rowing Club's championship (93 yards) two yards behind, and beating C. J. Robinson by a touch only; beaten by E. J. Little, to whom he conceded 21 seconds in heat of the 98 yards handicap, being third in the final to R. W. Wells (22 secs) and R. W. Scott (24) in 2 min. 21 secs; was second in the Rowing Club's graceful diving to D. H. Cooke.

G. J. Robinson was third in the Rowing Club's 98 yards championship; was beaten by R. W. Wells (22) and R. W. Scott (24) in the 98 yards handicap, he being scratch; was second to MacCabe in the 200 championship, being several yards behind.

D. H. Cooke was second to R. W. Scott in the Rowing Club's long range, 200 distance being given, and won the graceful diving at the same gala; did not compete at the International gala.

W. Jones won the 100 yards handicap at the International Club's gala in 3 min. 58 3/5 secs; was a member of the winning flying squadron team.

T. E. N. Rosser won bobbing for apples, punt fight and was in winning flying squadron team. P. Fowler won breast stroke, and long plunge at International's gala, with 57 feet.

T. W. R. Wilson failed to win a prize at the International's gala, though he was in a couple of the final.

All the above men have participated in recent polo matches.

The flying squadron team referred to was that against the Rest of Shanghai, when Prince, J. Wilson, Jones and Rosser won, covering the 200 yards in 3 min. 30 secs; an average of 1 sec. per yard per length of 44 yards.



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## HUANGPU CONSERVANCY.

## SUSPENSION OF WORK.

## FUNDS EXHAUSTED.

[From Our Own Correspondent.]

Shanghai, 21st September, 4.30 p.m.

The Huangpu Conservancy work was stopped to day.

The Taotai alleges that the funds are exhausted.

The matter has been referred to Peking.

## THE NAVAL COMMISSIONERS.

## ARRIVAL AT NANKING.

[By courtesy of the "Sheung Po."]

Shanghai, 20th September.

Prince Shun Pui-lap and Admiral Sah Chen-ping, naval commissioners, were due at Nanking yesterday.

Viceroy Chang Jen-chun returned to Nanking the day before in order to welcome the Naval Commissioners.

Later.

The Governor of Anhui Province arrived at Wuhu on the 19th inst. to welcome Prince Shun.

Nanking, 20th September.

Prince Shun and Admiral Sah arrived here in the evening of the 19th inst.

## PEKING-KALGAN RAILWAY.

## MINISTER'S INSPECTION.

[By courtesy of the "Sheung Po."]

Peking, 20th September.

H.E. Shu Shih-chang, president of the Ministry of Posts and Communications, was to have started on the 18th inst. on a tour of inspection of the Peking-Kalgan Railway.

## FINANCE.

## COMPILING THE BUDGET.

[By courtesy of the "Sheung Po."]

Peking, 20th September.

The Ministry of Finance has called upon all the Provinces to furnish financial returns in anticipation of the compilation of the budget.

## SHENG KUNG-PAO.

## PROPOSED DENUNCIATION.

[By courtesy of the "Sheung Po."]

Peking, 20th September.

It is proposed by various Censors to send a joint memorial denouncing H.E. Sheng Kung-pao, vice-president of the Ministry of Posts and Communications, for alleged corruption and nepotism.

## SHIPBUILDING COMPETITION.

## SHANGHAI DOCK CO.-UNDERDID HONGKONG TENDERS.

A short time ago tenders were invited for the construction of one seagoing steel tow boat 140 ft. long, 1,000 I.H.P., and 14 knots speed, required by the Quartermaster's Department in Manila. The tenders were opened on August 30 with the following results:—

	U. S. Dollar	Currency, very	mts.
The Shanghai Dock and Engineering Co., Ltd.	70,530	8	
Findlay & Co.	91,750	7	
Hongkong and Whampoa Dock Co.	136,500	7	
Taikeo Dockyard and Engineering Co., of Hongkong	90,027	7	
Riley Hargraves & Co.	82,000	11	
New Engineering and Shipbuilding Works, Ltd., of Shanghai	83,150	10	
The N. C. D. News understands the tender of the Shanghai Dock and Engineering Co., Ltd. has been accepted, this being the third instance within two months in which the company has beaten Hongkong, Shanghai and Manila bidders in the matter of price.			

## "PRINZ SIGISMUND" AT MANILA.

## QUARANTINE OFFICER REFUSES TO BOARD VESSEL.

Because the starboard gangway on the German steamer Prinz Sigismund was not lowered this morning, Dr. F. H. McKeon, the quarantine boarding officer, would not go on board the vessel, and the delay in holding the ship caused a loss to the company of P300, says the Manila Times of 16th inst.

The Sigismund, in command of Captain Lees, arrived late last evening from Australian ports with a general cargo and four passengers for Manila, and should have been boarded by seven o'clock this morning when all the other vessels then flying the yellow flag in the bay were inspected by the quarantine officer.

Dr. McKeon went to the Sigismund early, but as the starboard gangway was not down he refused to go on board, and after circling around the vessel he went on to other ships and cleared them all. Coming back to the Sigismund he was told, according to the ship's officers, the passengers on deck and the Customs officials lying alongside in their launch, that the starboard gangway could not be lowered, and if he would not come over the punt rail a rope ladder would be lowered on the starboard side for him, which was done. He refused this manner of going on board and came ashore to breakfast.

The representative of Behn, Meyer and Co., Ltd., the local agents, came on shore and communicated with Dr. Heiser, chief quarantine officer, who immediately sent out Dr. Hurley in the company's launch. In speaking of boarding vessels Doctor Hurley told the representative of the company that he had never insisted on the starboard gangway in boarding. It is the rule and usage on all government vessels that the starboard gangway should be used for officials coming on board, but the merchant marine is bound by no such rules.

In the present case the starboard gangway of the Sigismund was broken and lashed to the rail and it was impossible to use it. The boarding officer finally reached the vessel just before ten o'clock and the vessel was cleared soon after that hour. This delayed the vessel over three hours in discharging cargo and in landing passengers. All this time the vessel was lying idle and the stevedores' men were alongside, under pay, doing nothing.

It was impossible to reach Dr. McKeon at his office to learn his side of the affair, but Dr. Heiser stated to The Times that when he was informed of the delay of a vessel through not being boarded, he immediately sent out another officer to do the work. In speaking of the action of Dr. McKeon, Dr. Heiser stated that it was like a slap in the face to ask an officer to board a ship on a port side, and that Dr. McKeon might have some reason for not doing it. At the time he talked to The Times representative Dr. Heiser had not seen Dr. McKeon and heard his side of the story.

## STUDENT IN THE PRELIMS IN THE FAR EAST.

## NEW REGULATIONS.

In the annual report of the Civil Service Commissioners there is included an interesting correspondence with Sir Edward Grey in regard to the scheme of examination for student interpreters in the Far East. Sir Edward Grey states that he has received a despatch from the British Minister at Peking recommending a revision of the entrance examination, the desire being to encourage candidates with a classical, i.e., a university, education. In supporting the proposal, the Foreign Secretary wishes to include, if possible, candidates from the Scottish universities, from which, he says, many of the best China Consuls have come, as well as those from Cambridge University. He also considers that a competent knowledge of French should be compulsory.

As regards the proposal that geometry or mathematics should be substituted for Euclid, Sir Edward Grey agrees to the omission of Euclid from the list of subjects, and proposes that mathematics should be introduced as an optional subject, although he considers that the marks allotted to it should not be as high as in the case of the examination for the Foreign Office and Diplomatic Service.

The Civil Service Commissioners, in reply, suggested that the object of encouraging candidates with a University education might most readily be attained by adopting the scheme of examination in force for the home Civil Service (Class 1) and the Civil Service of India; and that the examination be held concurrently with the open competitions for these services in August in each year. Sir Edward Grey concurred in this proposal, with modifications as regards French and mathematics, and requested that the revised system should come into force in the summer of 1910 the limits of age to be fixed at 21 to 24 instead of 20 to 24, the present limits. The latter alteration was suggested by the British Minister at Peking. The former limit, he said, would not be suitable to university candidates, and he thought it advisable to encourage men to enter the service as younglings is compatible with the completion of a liberal education, especially in view of the fact that their first two years in China are spent solely in acquiring a knowledge of the language.

It is interesting to note that Sir Edward Grey objected to the proposals of the Civil Service Commissioners to eliminate Spanish from the list of languages which may be selected by candidates, and adhered to the proposed limits of age, viz., 21-24, though the Commissioners pointed out to him that few university students completed their university course before the age 22. Finally, the Civil Service Commissioners drew up a memorandum of the new regulations, and the modifications which they proposed in the scheme of examination for Class 1, with which Sir Edward Grey expressed himself as being in complete agreement. These new regulations will come into force at the examination to be held next August.

## THE MITSUI FIRM.

## REORGANIZATION SCHEME.

The Japan Chronicle learns from a Tokyo dispatch to the Onaka Asahi that on the 18th inst. an important conference was held at the Mitsui Club, all the directors of the Mitsui Bank and Mitsui Bussan Kaisha being present, as well as Marquis Isonoya. The subject considered was the proposed reorganization of the Mitsui firm's business. It was decided that the Mitsui Bank and the Mitsui Bussan Kaisha should be modified from general partnership companies of unlimited liability to a joint stock undertaking of limited liability (kabushiki kaisha), by increasing the capital of each concern. The object of organization is to afford a wider range of operations to each department, which will then be allowed to work independently of the others laid down by the associated Mitsui family. The reorganization of the concerns was proposed some years ago. One of the principal objects of the visit to Europe and America in 1907 of Mr. Masuda Takashi, general director of the Mitsui firm, was to study the methods of organization by which the business of financiers in England, France, Germany, and the United States was conducted and also the means by which they protected their wealth. Mr. Masuda studied the methods adopted by such financial magnates as the Rothschilds, Rockefellers, and Carnegies, and formed a plan of operations. In Japan commercial firms or banks in a partnership system of unlimited liability capitalized by financiers are steadily increasing. Of these the Sumitomo, Konoike, Murai, and Murimura Brothers are the principal. Mr. Masuda found the tendency in Europe and America to be the opposite direction, business firms or banks capitalized by financiers being transformed into joint stock companies of limited liability. When a panic broke out, involving extensive circles, firms established on the principle of unlimited liability were in great danger, as their business was constantly increasing in magnitude, with corresponding extension of their liabilities. Mr. Masuda thought it impossible for Japan to keep aloof from the general trend of finance in the world, and it was now high time to reform the business method of the Mitsui family and place their finances on a steady and permanent basis. Mr. Hayakawa, General Director of the Mitsui Bank, and the other directors of the Mitsui firm endorsed the views of Mr. Masuda.

The Mitsui firm, continues the correspondent, includes departments for banking, foreign trade, and mining; the business of each department being conducted by directors, acting under the guidance of a council formed by the Mitsui family, which is empowered to rule in all matters. Some of the representatives of the eleven branches of the Mitsui family are men of ability, but they are not thoroughly posted in business management. Sometimes the views of the directors are ignored, instructions being issued entirely incompatible with the prevailing conditions of business. The object of the present reorganization of the firm is doubtless to give a free hand to the directors of the Mitsui Bank and the Mitsui Bussan Kaisha in conducting their business. The great advantages expected to secure from the reorganization seem to have accelerated the adoption of the proposal. According to the Income Tax Law, a partnership company which yearly pays a net profit of over Yen 100,000 is liable to pay income-tax at the rate of 25 per 1,000 of its net profit. The two Mitsui concerns have been paying about Yen 600,000 annually in income-tax. When they are made into joint-stock companies with a limited liability, the rate of income-tax imposed will be reduced to 6 1/2 per 1,000 of net profit, in the case with the incomes of juridical persons, so that the amount of income-tax paid by the two concerns will be reduced to about one-third of the present figures, enabling a saving of about Yen 400,000 per annum.

Mr. Masuda, General Director of the Mitsui, proposed to retire from his office last year, but the proposal was not accepted by the Mitsui family. Mr. Masuda is anxious to reorganize the two firms into joint-stock companies and place the finance of the family on a steadier foundation. When this is accomplished in the event of the Mitsui Bank and Mitsui Bussan Kaisha being involved in bankruptcy through a financial panic, the fortunes of the Mitsui family will be safe. Mr. Masuda hoped to accomplish this work before retiring from office, and now he has attained his object, he will, as soon as the proposed reorganization is effected, retire from active service, retaining his connection merely as an adviser.

The existing capital of the Mitsui Bussan Kaisha, continues the dispatch, is only Yen 2,000,000 and yet the concern is doing business to the value of Yen 2,000,000 a year, which represents nearly quarter of the whole foreign trade of Japan. It seems remarkable that the firm is enabled to conduct such an immense business with only a few millions of reserve fund, but the cause must be ascribed to the immeasurable credit it enjoys. The Mitsui Bank is equipped with a capital of Yen 5,000,000 and a reserve fund amounting to Yen 13,000,000, but it is impossible for outsiders to estimate the real effective financial power of the bank. Lately its business relations abroad have much increased, and foreign capitalists have often been disappointed in an attempt to ascertain the real effective power of the bank, as it is conducted in a partnership system. As it is now deemed necessary to increase the capital to the extent actually required for the business, the capital of both concerns is to be expanded to Yen 20,000,000 each. The members of the Mitsui family will be the shareholders of the two concerns, while the directors will also hold shares, but must relinquish their position from their position. After the reorganization, the system of dealing with employees prevailing in Europe and America—the so-called profit-sharing system—will be adopted. The mining department of the firm is excluded from the reorganization and will be left to the direct control of the council of the Mitsui family. It is understood that the reorganization is expected to be made about the 1st inst.

## KOWLOON-CANTON RAILWAY.

## QUESTIONS IN PARLIAMENT.

On the 25th ult., in the House of Commons, Mr. Ginnell asked the Under-Secretary for the Colonies if he would say on whose opinion the expectation was based that the Kowloon Railway ever could, in addition to its working expenses, repay the principal or any interest on the money spent upon its construction.

Mr. Fuller who replied said:—The expectation is based on figures supplied by the chief resident engineer.

Mr. Ginnell asked whether the chief resident engineer was a nominee of the Crown Agents.

Mr. Fuller:—He is an officer appointed under the Colonial Office.

Mr. Ginnell:—Nominated by the Crown Agents?

Mr. Fuller (with emphasis):—No.

Mr. Ginnell asked the Under-Secretary for the Colonies whether he was aware that the consulting engineer for the Kowloon Railway was appointed at the instance of the Crown Agents; that all correspondence between this engineer and the Government of Hongkong passed through the Crown Agents' hands and their wishes prevailed in all things; that the making of the railway, the ordering of material and equipment, the appointment of the staff, and the provision of money for these purposes, were in the hands of the Crown Agents, who exercised unlimited patronage, held a lien on the railway and on the funds of the Colony, and were regarded as owners of the railways and employers of the staff; and whether the Colonial Office would fix any limit to the indefinite expenditure of money on this project.

Mr. Fuller: The answer to the first and third parts of the hon. gentleman's question is in the negative. The correspondence between the consulting engineers and the Colony passes through the hands of the Crown Agents under flying seal. With regard to the last part the expenditure will be limited to the amount required for the construction and equipment of the line.

Mr. Ginnell asked whether the hon. gentleman could explain how it was his answer was in the negative, seeing that it was in direct contradiction to a statement made on May 13th by the Governor of Hongkong.

Mr. Fuller: No, Sir.

Mr. Moore: As this is a very important matter to the constituents of the hon. member to North-West Meath, could we have a fuller reply? (Laughter.)

No answer was given.

## MR. J. O. P. BLAND.

## DISCUSSION IN THE HOUSE OF COMMONS.

The following, from The Times of August 18th, gives the full text of a discussion in the House of Commons regarding the resignation of Mr. J. O. P. Bland as agent-general of the British and Chinese Corporation.

Earl Winterston (Sussex, Hoveham, Opp.) asked the Secretary of State for Foreign Affairs whether he had received complaints as to the manner in which the tenders for the Tientsin-Pukow Railway were being manipulated; whether, in the case of tenders opened on June 17 for the 31 engines required by the Chekiang Railway, the railway company handed all the tenders over to one of the tenderers to open and adjudicate upon; whether he was aware that on the northern section of the Tientsin-Pukow Railway, which was under German domination, none but German tenders were considered, whereas on the southern section, which was supposedly under British domination, tenders were thrown open to the world; whether, as a protest against the discrimination exercised and the apathy displayed by the British Legation at Peking, the Agent-General of the British and Chinese Corporation, through whom all the existing railway loans had been raised, resigned during the week of June 18th; and whether, under existing circumstances, he would say what action he proposed to take in the interests of British manufacturers in China.

Sir E. Grey:—The answer to the first part of the question is in the negative. As regards the third part, we have no reason to believe that article 18 of the Tientsin-Pukow Railway agreement has not been fairly carried out. That article is to the effect that the German Asiatic Bank and the Chinese Central Railways shall act as agents of the Railway Administration during construction for the purchase of all materials, etc., from abroad; and that at equal rates and qualities, goods of German and British manufacture shall be given preference over other goods of foreign origin for the Northern and Southern sections respectively. The answer to the second part of the question is in the affirmative, but the Railway Bureau ultimately decided to purchase nothing. The irregularity in procedure referred to has already been made the subject of representation. As to the last two parts of the question, the resignation of the agent-general of the British and Chinese Corporation is a matter which concerns the corporation alone. We have received no complaints from them, nor have we any reason to suppose that they consider that his Majesty's minister at Peking has in any way neglected their interests in the Far East. I do not know of any case where Sir John Jordan has failed to display a zealous watchfulness over British interests, and any charge of this kind against the British Legation is entirely unfounded and unjust. I know no more strenuous and loyal public servant than Sir John Jordan, and I take full responsibility for his action. In any case which arises I am prepared to give full support to well-founded British claims, if it is required.

## COMMERCIAL.

Following are further alterations in Messrs. E. S. Kadoorie &amp; Co.'s share list to-day:—Shanghai Docks, 788 buyers; Hongkong Wharves, 788 buyers; Chinese Engineering, 788 buyers; Ewos, 788 buyers; Sumatras, 788 buyers; Langkats, 788 buyers; Penang, 788 buyers.

## Today's Advertisements.

## HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING OF MEMBERS will be held in the Club Pavilion on TUESDAY, the 28th September, 1909, at 5.15 P.M.

By Order,

E. A. M. WILLIAMS, Secretary.

Hongkong, 21st September 1909. [667]



NOTICE is hereby given that Sealed Tenders will be received at the Colonial Secretary's Office until Noon on MONDAY, the 27th September, 1909, for the LETTING OF CROWN LAND opposite the Central Market, for 3 years from 1st November, 1909. Each tender must be on the cover the words "Tender for Lease of Crown Land opposite the Central Market" and must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasurer's Office a sum of \$500.00 as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown if the tenderer refuses to carry out his tender and comply with the particulars and conditions of letting, should the tender be accepted.

Forms of tenders can be obtained from the Director of Public Works. Further particulars of letting as published in the Gazette of 17th instant can also be seen at the Public Works Office.

Hongkong, 21st September, 1909. [669]

## PUBLIC AUCTION.

THE Undersigned have received instructions from H. SMITH, Esq., to sell by PUBLIC AUCTION,

## on SATURDAY,

the 25th September, 1909, at 2.30 P.M., within his residence at Cosmopolitan Docks, THE WHOLE OF HIS

## VALUABLE HOUSEHOLD FURNITURE,

(Particulars from Catalogue).

A Steam-launch will leave Blake Pier at 2 p.m. sharp to convey intending Purchasers.

TERMS:—As usual.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 21st September, 1909. [669]

## RUSSIA AND JAPAN.

Tokio, 15th September. The leading newspapers of Tokio believe that the reported anxiety at St. Petersburg concerning the agreement recently entered into by China and Japan is entertained only by ill-informed newspapers, who, the Japanese newspapers claim, understood that the Kirin-Kuangchengtze railway would eventually be extended to Northern Korea and connected with the Amur Railway.

In the meanwhile, the Japanese Press adds, Russia is endeavouring to extend her influence in Mongolia. Japan does not object to the peaceful development of Mongolia by Russia, while Russia, it is believed, does not object to Japan's peaceful undertakings in South Manchuria.—N. C. D. News.

## POLICE PARS.

At the Magistracy this morning, before Mr. F. A. Hazeland (First Police Magistrate) a native was sentenced to six months' hard labour for returning from banishment.

Fifty dollars was the penalty a boarding-house keeper had to pay in the Police Court this morning for overcrowding his establishment. Fifteen inmates in excess of the number allowed by his licence were found in defendant's house.

A Chinese amah was fined \$5 by Mr. J. R. Wood (Second Police Magistrate) for leaving the service of her mistress without giving notice.

Two chair coolies appeared before Mr. J. R. Wood for refusing hire while disengaged. They were each fined \$5.

A MEETING of the No. 2 Company, Hongkong Volunteer Corps, will be held at Headquarters on Wednesday, 22nd inst., at 6.30 p.m. [471]

## Intimations.

## CHEESE CHOICE CANADIAN STILTON:

60 Cents per lb.

## THE DAIRY FARM Co., LIMITED

Hongkong, 15th September, 1909. [380]

## PILSENER

## "ASAHI" AND "SAPPORO" BEER.

## LIGHT AND REFRESHING SUMMER BEVERAGE.

## OBTAINABLE AT— Messrs. CALDBECK MCGREGOR &amp; Co.

- " H. PRICE & Co.
- " A. S. WATSON & Co., Ltd.
- " VICTORIA DISPENSARY.
- " WATKINS, LTD.
- " FRENCH STORE.
- " KOWLOON DISPENSARY

## AND EVERYWHERE.

## SOLE AGENTS: THE MITSUI BUSSAN KAISHA.

[471]

## NOTICE.

We beg to notify our Customers and the Public generally that the Prices of our Goods will, from this day, be increased in proportion to the scale of Duties embodied in the Ordinance for levying Import Duty on Liquors which has become Law.

New Price Lists will duly be sent out.

H. PRICE &amp; Co., Ltd.,

Wine Merchants, 12 Queen's Road Central.

Hongkong, 18th September, 1909. [579]



## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" "12 noon."

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..... 443.

Via New York ..... 445.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

J. W. URADDOCK, General Traffic Agent,

Corner Pedler Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	"WINGSANG"	WEDNESDAY, 22nd Sept., 4 P.M.
SINGAPORE, PENANG & CALOUTTA	"FOOKSANG"	THURSDAY, 23rd Sept., 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 24th Sept., 4 P.M.
TIENTSIN, CHEFOO & WHAIWELCHIPSANG	"SANGSANG"	SATURDAY, 26th Sept., 4 P.M.
SINGAPORE, PENANG & CALOUTTA	"KUMSANG"	TUESDAY, 28th Sept., 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 1st Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	WEDNESDAY, 13th Oct., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kutsumaru" and "Kookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted with Electric Light throughout.

Taking Cargo on through Bills of Lading to Yungtze Pass, Oshio, Tientsin &amp; Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dato, Singapore, Taiwan, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., LD., General Managers.

Telephone No. 61. Hongkong, 21st September, 1909.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	TO SAIL.
MANILA, ZAMBOANGA and USUAL	"TAIYUAN"	23rd Sept., 4 P.M.
ANTHRAZIAL PORTS	"ANHUI"	23rd " "
SHANGHAI	"KWANGSE"	23rd " "
NINGPO & SHANGHAI	"SINGAPORE"	24th " 9 A.M.
HOIHOW, PAKHOI & HONGKONG	"HONGKONG"	24th " 4 P.M.
WEIHOW, CHEFOO & TIENTSIN	"SHANGHAI"	24th " "
SAMARANG & SOERABAYA	"SHANGHAI"	24th " "
CEBU & ILOILO	"SHANGHAI"	24th " "
TUNGTAU, CHEFOO & NEWCHANG	"SHANGHAI"	24th " "
SHANGHAI	"LINA"	25th " "
MANILA	"TEAN"	26th " Daylight.
SHANGHAI	"CHIANG"	28th " 3 P.M.
SHANGHAI	"CHIANG"	30th " 4 P.M.
SHANGHAI	"CHIANG"	31st " Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo as through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, AGENTS.

Telephone No. 16. Hongkong, 21st September, 1909.

HONGKONG—MANILA.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 25th Sept., at Noon
RUBI	1540	R. W. Almond	"	SATURDAY, 2nd Oct., at Noon

For Freight or Passage, apply to SHEWAN TOMES &amp; CO., GENERAL MANAGERS.

HONGKONG, 16th September, 1909.

## Shipping—Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU ..... 6,000 tons gross ..... Sail 16th Oct., 1909, at Noon.

S.S. MANIHU MARU ..... 5,000 " " " 10th Dec., 1909, at Noon.

S.S. AMERICA MARU ..... 6,000 " " " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th September, 1909.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"TACOMA MARU" ..... Capt. H. Yamamoto	6,178	SATURDAY, 2nd Oct., at Noon.
Do.	"FITZPATRICK" ..... Capt. E. R. Hutchison	4,416	SATURDAY, 23rd Oct., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rate. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI Via SWATOW, AMOY and FOCHOW.	"BUJUN MARU" ..... Capt. Y. Fuzeno	WEDNESDAY, 22nd Sept., at 10 A.M.
TAMSUI v. SWATOW & AMOY.	"DAIGI MARU" ..... H. Murayama	SUNDAY, 26th Sept., at 10 A.M.
ANPING Via SWATOW and AMOY	"SOSHU MARU" ..... Capt. T. Sugi	WEDNESDAY, 29th Sept., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Fochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers "OHOSHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 21st September, 1909.

T. ARIMA, Manager.

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## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HITACHI MARU ..... Capt. N. Matheson, Tons 7000	WEDNESDAY, 23rd Oct., at Daylight.
VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKOHAMA AND YOKOHAMA.	KANAGAWA MARU ..... Capt. J. Nagao, Tons 6500	WEDNESDAY, 13th Oct., at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	TANGO MARU ..... Capt. S. Ishikawa, Tons 8000	TUESDAY, 28th Sept., at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU ..... Capt. M. Wickett, Tons 6300	THURSDAY, 30th Sept., at Noon.
KOBE and YOKOHAMA	YAWATA MARU ..... Capt. T. Sekino, Tons 5000	FRIDAY, 29th Oct., at Noon.
YOKOHAMA AND KOBE	WAKASA MARU ..... Capt. N. Nielsen, Tons 6500	FRIDAY, 1st Oct., at 5 P.M.
SHANGHAI, MOJI AND KOBE	KITANO MARU ..... Capt. F. E. Cope, Tons 9000	THURSDAY, 23rd Sept., P.M.
BOMBAY, VIA SINGAPORE AND COLOMBO.	TOTOMI MARU ..... Capt. R. Smith, Tons 4500	SATURDAY, 2nd October.
	TAKASAKI MARU ..... Capt. A. Mocker, Tons 5000	TUESDAY, 28th September.

† Cargo only.

† Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

## EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows—

Atsuta Maru ..... (Capt. W. THOMPSON) ..... About Wednesday, 22nd September.

Miyasaki Maru ..... (Capt. T. MURAI) ..... About Wednesday, 20th October.

Kitano Maru ..... (Capt. F. E. COPE) ..... About Wednesday, 17th November.

Hirano Maru ..... (Capt. H. FRASER) ..... About Wednesday, 15th December.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

[495-496]

## Shipping—Steamers.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA," Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for LONDON, etc., on SATURDAY, the 2nd October, at Noon, taking Passengers and Cargo for the Straits, Ceylon, India, etc., in connection with the Company's S.S. "Mooltan," 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "Arabia," due in London on 13th November, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 21st September, 1909. [4]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE," Captain G. C. Cundy, will be despatched as above on or about 27th September.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., LTD., Agents.

Hongkong, 4th September, 1909. [637]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA &amp; SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

"Barnard" 6,232 S. Shotton 2nd Oct.

"Oceano" 4,657 F. W. Davies 1st Oct.

"Kumero" 6,232 J. Mathie 18th Nov.

\* These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL &amp; CO., LIMITED, General Agents.

Q. v. n. Buildings, Hongkong, 15th September, 1909. [10]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 20th September, 1909. [63]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ..... Capt. H. W. WALKER

"KWONG SAI" ..... Capt. M. S. OWEN.

Leave Hongkong for Canton at 5 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey ..... \$4.

Meals ..... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 2, Queen's Road West.

Hongkong, 16th April, 1909. [11]

## Consignees.

## REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK: S.S. "SURUGA" ..... On 4th October.

FOR BOSTON AND NEW YORK: S.S. "ATHOLL" ..... On or about 16th Oct.

For Freight and further information, apply to DODWELL &amp; CO., LIMITED, Agents.

Hongkong, 15th September, 1909. [48]

## Intimations.

## REGRET

You will NEVER if you

VISIT

## MOHIDEEN &amp; THAHA

in

D'AGUILAR STREET, the NEW JEWELLERS AND DEALERS

in

CEYLON PRECIOUS STONES of every description, and other GEMS.

Hongkong, 31st August, 1909. [610]

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE

## WEEK DAYS.

7.00 a.m.	10.00 a.m.	Every 10 minutes
7.30 a.m.	10.30 a.m.	Every 15 minutes
8.00 a.m.	11.00 a.m.	Every 15 minutes
8.30 a.m.	11.30 a.m.	Every 15 minutes
9.00 a.m.	12.00 p.m.	Every 15 minutes
9.30 a.m.	12.30 p.m.	Every 15 minutes
10.00 a.m.	1.00 p.m.	Every 15 minutes
10.30 a.m.	1.30 p.m.	Every 15 minutes
11.00 a.m.	2.00 p.m.	Every 15 minutes
11.30 a.m.	2.30 p.m.	Every 15 minutes
12.00 p.m.	3.00 p.m.	Every 15 minutes
12.30 p.m.	3.30 p.m.	Every 15 minutes
1.00 p.m.	4.00 p.m.	Every 15 minutes
1.30 p.m.	4.30 p.m.	Every 15 minutes
2.00 p.m.	5.00 p.m.	Every 15 minutes
2.30 p.m.	5.30 p.m.	Every 15 minutes

NIGHT CARS.

5.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m.	9.00 a.m.	Every 15 minutes
9.00 a.m.	9.30 a.m.	Every 30 minutes
9.30 a.m.	10.30 a.m.	Every 15 minutes
10.30 a.m.	11.00 a.m.	Every 15 minutes
11.00 a.m.	12.00 noon.	Every 15 minutes
11.30 a.m.	12.30 p.m.	Every 15 minutes
12.00 noon	1.00 p.m.	Every 15 minutes
1.00 p.m.	2.00 p.m.	Every 15 minutes
2.00 p.m.	3.00 p.m.	Every 15 minutes
3.00 p.m.	4.00 p.m.	Every 15 minutes
4.00 p.m.	5.00 p.m.	Every 15 minutes
5.00 p.m.	5.30 p.m.	Every 15 minutes
5.30 p.m.	6.00 p.m.	Every 15 minutes

NIGHT CARS as on Week Days.

SATURDAY.

Extra cars at 2.15 p.m., 11.30 p.m. and 12.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Dea Venus Road, Central.



**Sold by all Chemists.**



SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$2,000,819	{ Interim of £2 for account 1909 @ ex 1/9 = \$11.71 }	4 %	{ \$990 buyers London £93 }
National Bank of China, Limited	99,025	£7	£6	{ £4,000 £10,000 }	\$30,552	\$2 (London 3/6) for 1903	...	\$65 buyers
<b>MARINE INSURANCES.</b>								
Canal Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$228,757 \$411,990 \$125,000 Tls. 150,000 Tls. 228,757 Tls. 125,000 \$1,000,000 }	none	\$14 for 1907	7 1/2 %	\$180 sales
North China Insurance Company, Limited	10,000	£15	£8	{ Tls. 150,000 Tls. 228,757 Tls. 125,000 \$1,000,000 }	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 119
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$102,248 \$103,248 \$68,500 }	\$8,464.91	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908 }	5 1/2 %	\$82 1/2 buyers
<b>FIRE INSURANCES.</b>								
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$204,425 \$100,264 }	\$7,776.17	\$12 and bonus \$3 for 1907	7 1/2 %	\$232
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$438,668 \$12,802 }	\$375,341	\$6 and bonus \$1 for 1907	7 %	\$115
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,000,000 }	\$68,712	\$27 for 1907	8 %	\$355 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$254,518 \$20,000 }	\$1,031	\$2 for 1906	...	\$8 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$20,000 \$20,000 }	Nil.	\$4 for year ending 30.6.1908	7 %	\$34
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$15,000 \$617,500 \$119,107 \$10,000 }	\$21,170	Interim of \$1 1/2 for account 1909	7 1/2 %	\$31 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £5,000 £5,000 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/11/16 = \$3. 154 }	...	\$60
do. do. (Deferred)	60,000	£5	£5	{ £5,000 £5,000 }	£6,817	{ Final of 2/- for 1908 and interim of 1/- for a/c 1909 }	...	70/6d. buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 £1,000,000 }	£1,000,000	\$1.00 for year ending 10.4. 1909	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 \$48,000 }	\$5,121	\$0.50 for year ending 10.4. 1909	3 1/2 %	\$15
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$100,000 \$16,848 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$147
Lamp Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$100,000 \$100,000 }	Dr. \$125,891	\$3 for 1907	...	\$23
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 9,271	Tls. 3 1/2 for year ending 31.8.08	...	Tls. 325 sales
<b>Mining.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £1,000,000 £1,000,000 }	£12,556	{ Interim of 1/6 (coupon No. 12) for year ending 29.2.09 }	7 %	Tls. 17 1/2 sales
Ruby Australian Gold Mining Company, Limited	150,000	£1	£1	{ £150,000 £4,872 }	Dr. £2,191	No. 12 of 1/- = 48 cents	...	\$8 1/2 sellers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	{ \$25,000 \$48,976 }	Dr. \$7,481	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$500,000 \$20,806 \$40,000 }	\$20,102	None	...	\$61 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$500,000 \$188,741 }	\$145,162	Interim of \$1 1/2 for account 1909	12 1/2 %	\$62 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 697,257 Tls. 50,000 Tls. 125,000 }	Tls. 6,261	Final of Tls. 2 1/2 for year ending 31.4.09	6 1/2 %	Tls. 77 1/2 sales
Shanghai and Hongkong Wharf Company, Limited	30,000	Tls. 100	Tls. 100	{ Tls. 697,257 Tls. 50,000 Tls. 125,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 148 1/2 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 31,000 }	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	50,125	\$25	\$25	{ \$25,000 \$25,000 }	\$24,611	\$1.20 on old and 60 cents on first new issue	...	\$17 buyers
Hongkong Hotel Company, Limited	{ 12,000 8,000 50,000 }	{ \$50 \$50 \$100 }	{ \$50 \$50 \$100 }	{ \$608,094 \$14,018 \$250,000 }	\$19,272	{ Interim of \$2.40 on old and 40 cents on new shares for account 1909 }	...	\$72 1/2 ex div.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$500,000 \$24,122 \$48,861 }	\$26,475	Interim of 3 1/2 for account 1909	6 1/2 %	\$105 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$150,000 \$48,861 }	\$5,486	60 cents for 1908	6 1/2 %	\$9 1/2 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 Tls. 1,528,045 }	\$278	\$1 1/2 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,528,045 Tls. 1,000,000 }	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 none }	\$1,968	Interim of \$2 for account 1909	8 1/2 %	\$44
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939 }	Tls. 8,820	Tls. 5 for year ended 31.10. 1908	3 1/2 %	Tls. 156 1/2 b.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000 \$50,000 }	\$9,553	50 cents for year ending 31.7.08	6 %	\$6 1/2 sa. and b.
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 Tls. 175,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 90
Loan-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 11,172 }	Tls. 4,820	Tls. 4 for 1908	...	Tls. 113
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 1,000,000 Tls. 11,172 }	Tls. 15,911	Tls. 50 for 1906	...	Tls. 445 buyers
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Asbestos Agency, Limited	8,604	12/6	12/6	{ \$1,500 \$40,000 }	£64	15 % per share for 1908	...	\$10
China-Borneo Company, Limited	60,000	\$10	\$10	{ \$600,000 \$10,000 }	Nil.	\$1.20 or 1908	9 %	\$13 buyers
China Light and Power Company, Limited	{ 50,000 50,000 }	{ \$10 \$10 }	{ \$10 \$10 }	{ \$500,000 \$10,000 }	\$61,238	50 cents for year ended 28.2.06	...	\$6 1/2 sellers
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	{ \$1,850,000 \$10,000 }	\$2,407	80 cents for 1908	8 1/2 %	\$4 1/2 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$10,000 }	\$48	\$1.30 for year ending 31.7.08	7 1/2 %	\$18 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$10,000 }	\$3,755	Final of 10 cents making 90 cents for 1908	10 %	\$8.70 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$5,000 }	\$570	80 cents for year ending 31.12.08	8 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 none }	\$5,195	\$1 and bonus 20 cts. for year ending 29.1.09	6 %	\$20 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$10,000 }	\$7,616	Interim of \$2 for account 1909	10 %	\$188 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000 \$20,000 }	\$8,790	Interim of \$1 for account 1909	8 1/2 %	\$23 buyers
Maatschappij tot Mijl, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 2,500,000 Tls. 50,000 }	Tls. 316,612	{ Third quarterly of Tls. 1 1/2 for account 1909 }	7 %	Tls. 900 sellers
Peak Tramways Company, Limited	85,000	\$10	\$10	{ \$850,000 Tls. 50,000 }	\$1,204	60 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$14
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$500,000 none }	\$2,640	\$1 paid shares for year ending 30.4.09	3 %	\$1.40
Philippine Company, Limited	75,000	\$10	\$10	{ \$750,000 none }	Pa. 18,640	None	...	\$9 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 116 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ \$150,000 none }	Dr. \$56,602	None	...	\$23 sales
Steam Laundry Company, Limited	30,000	\$5	\$5	{ \$150,000 none }	\$236	40 cents for year ending 31.5.08	7 %	\$5 1/2
Union Waterboat Company, Limited	50,000	\$18	\$10	{ \$900,000 none }	\$172	60 cents for year ending 31.12.08	5 %	\$10 1/2 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ \$100,000 \$45,000 }	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 1/2 buyers
Watson, (A. S.) & Co., Limited	20,000	\$10	\$10	{ \$200,000 \$25,000 }	\$2,613	Final of 30 cts. for 1908	6 1/2 %	\$8 sellers
William Powell, Limited	14,000	\$7	\$7	{ \$98,000 none }	\$781	{ Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 }	...	\$4 sellers
<b>RUBBERS.</b>								
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	{ none none }	none	Interim of 12 1/2 % for account 1909	...	14/9
Balgownie Rubber Estate, Limited	20,000	£13	£10	{ £260,000 none }	\$11,205	25 % for year ending 31.3.09	...	\$56 buyers
Castelfield Rubber Estate, Limited (fully paid)	6,000	£13	£10	{ £130,000 none }	none	None	...	\$1.10
do. do. (contributory)	24,700	£13	£10	{ £322,800 none }	none	None	...	\$1.10
Highland & Lowland Para. Rubber Co., (fully paid)	181,454	£13	£10	{ £235,890 none }	none	None	...	\$1.10
do. do. (contributory)	125,548	£13	£10	{ £163,212 none }	none	None	...	\$1.10
Kuala Lumpur Rubber Co., Limited	18,000	£13	£10	{ £234,000 none }	none	None	...	\$1.10
Linggi Plantations, Limited (ordinary)	900,000	2/-	2/-	{ none none }	1,820	3 % for year ending 30.6.08	...	\$1.10
do. do. (7% pref.)	10,300	£13	£10	{ £133,900 none }	none	Interim of 40 % = 5d. for account 1909	...	\$1.10
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	{ \$225,000 none }	none	7 % for year 1908	...	\$1.10
do. do. (8% pref.)	6,000	\$10	\$10	{ \$60,000 none }	\$6,722	15 % for year ending 31.12.08	...	\$1.10
Lodbury Rubber Estate Limited	40,000	£13	£10	{ £52,000 none }	none	None	...	\$1.10
do. do. (contributory)	40,000	£13	£10	{ £52,000 none }	none	None	...	\$1.10

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Intimations.

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SUNDAY NEXT, 19TH SEPTEMBER.

By kind permission of Major Camilleri and Officers the celebrated BAND OF THE 13TH RAJPUTS will be in attendance at the above Hotel, commencing 5 P.M. sharp. TEA AND IOES. Tables can be reserved for Dinner either on the Lawn or Spacious Verandahs. All cordially welcome. Hongkong, 17th September, 1909. WILLIAM WINCH, Manager.

F. BLACKHEAD & Co., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS, SOLE AGENTS FOR HARTMANN'S PATENT'S GENUINE COMPOSITION, HAND BRAND, HARTMANN'S GREY PAINT, DAIKLER'S PATENT MOTOR LAUNCHES, etc., etc., etc.

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